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COUNTRY USSR (Kalinin Oblast)

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SUBJECT Taxying Tests and Landing Gear Developments on
the EF-150 Type Aircraft at Poberezhie

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1. Taxying tests with the P-150 (EF-150) type plane at Poberezhie (56-46N, 37-10E), USSR, were started in January 1952. It was planned that the aircraft should be shipped by rail or by truck to a testing field about 160 km from Poberezhie. The date of the transfer was not known as of 26 January 1952.
2. The P-150 was reportedly powered by two engines, each with a thrust of about 4,000 kg. It also had Rato units for the take-off.¹
3. During the take-off run, the rear unit of the landing gear was to be retracted so as to increase the angle of incidence about ten degrees. It was decided that the outrigger landing gear was to retract into drop-shaped containers at the wing tips. One of the designs combined the housing for the landing gear with a wing tip tank. Sources did not know which version was finally chosen. The outrigger landing gear retracted to the rear without turning. The wheels of the main landing gear were 1,400 mm in diameter and reportedly had a pressure of seven atmospheres.
4. The take-off weight of the plane was about 50 tons. It was calculated that its maximum speed, at an altitude of 12 km, would approach the sonic barrier.

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1. Comment: The P-150 was previously reported as being powered with either Mikulin engines having a thrust of about 4,500 kg or by Lyulka engines with an output of about 5,200 kgs. It is believed that a thrust of 4,000 kg per engine is insufficient to attain the performance data requested for the P-150.

Attachments: Three
1, 2, 3. Sketches of wings of the P-150 with drop-shaped container for the outrigger landing gear.

REFERENCE COPY

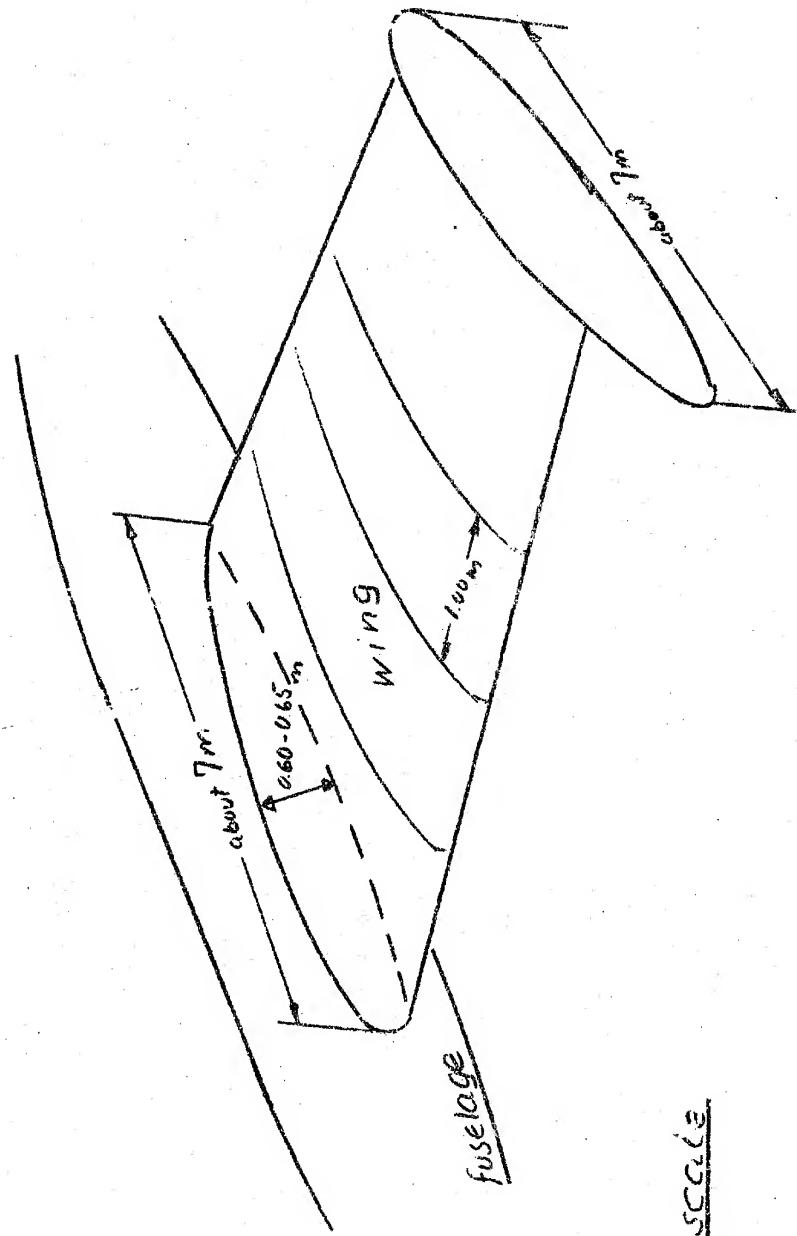
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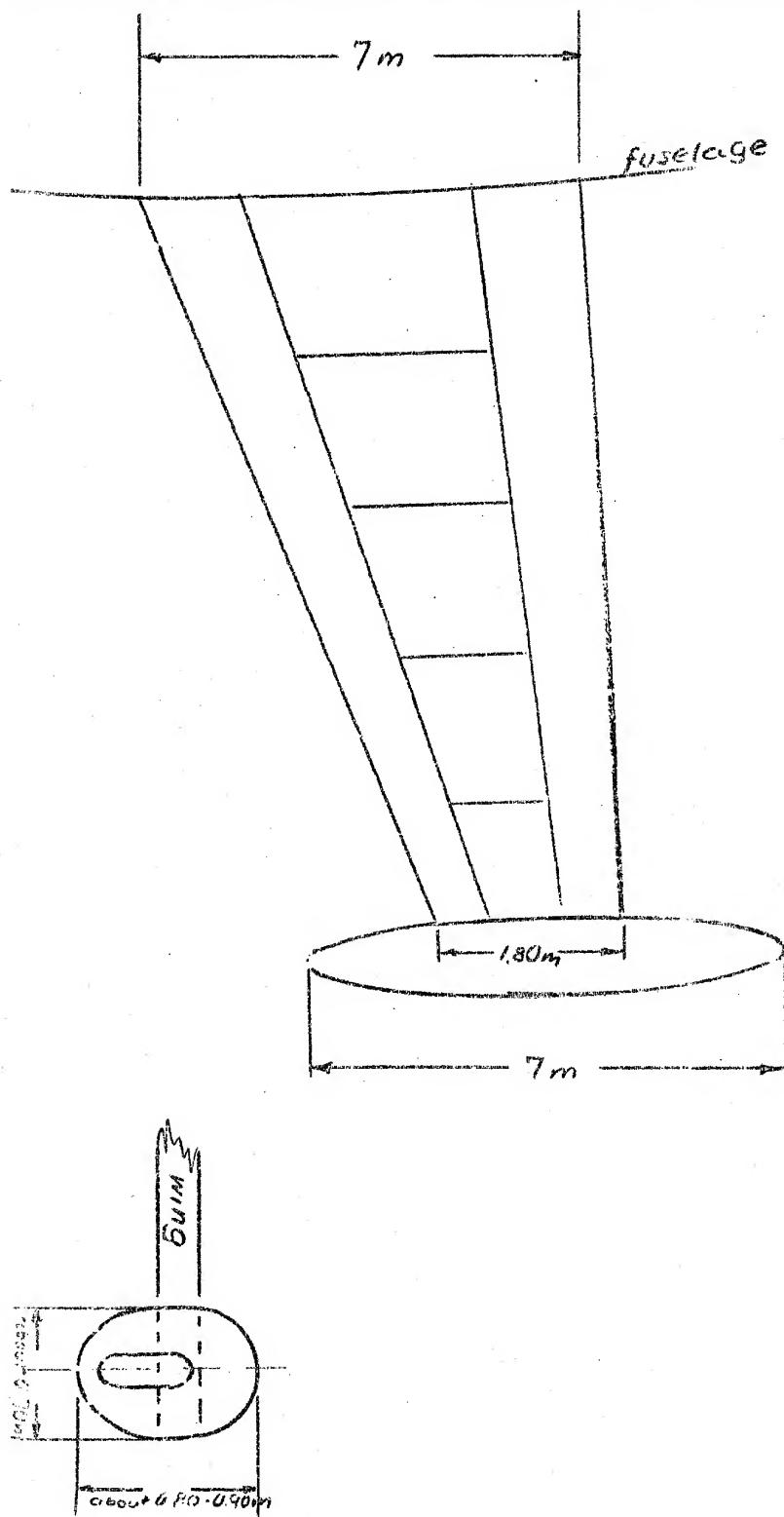
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Attachment 1

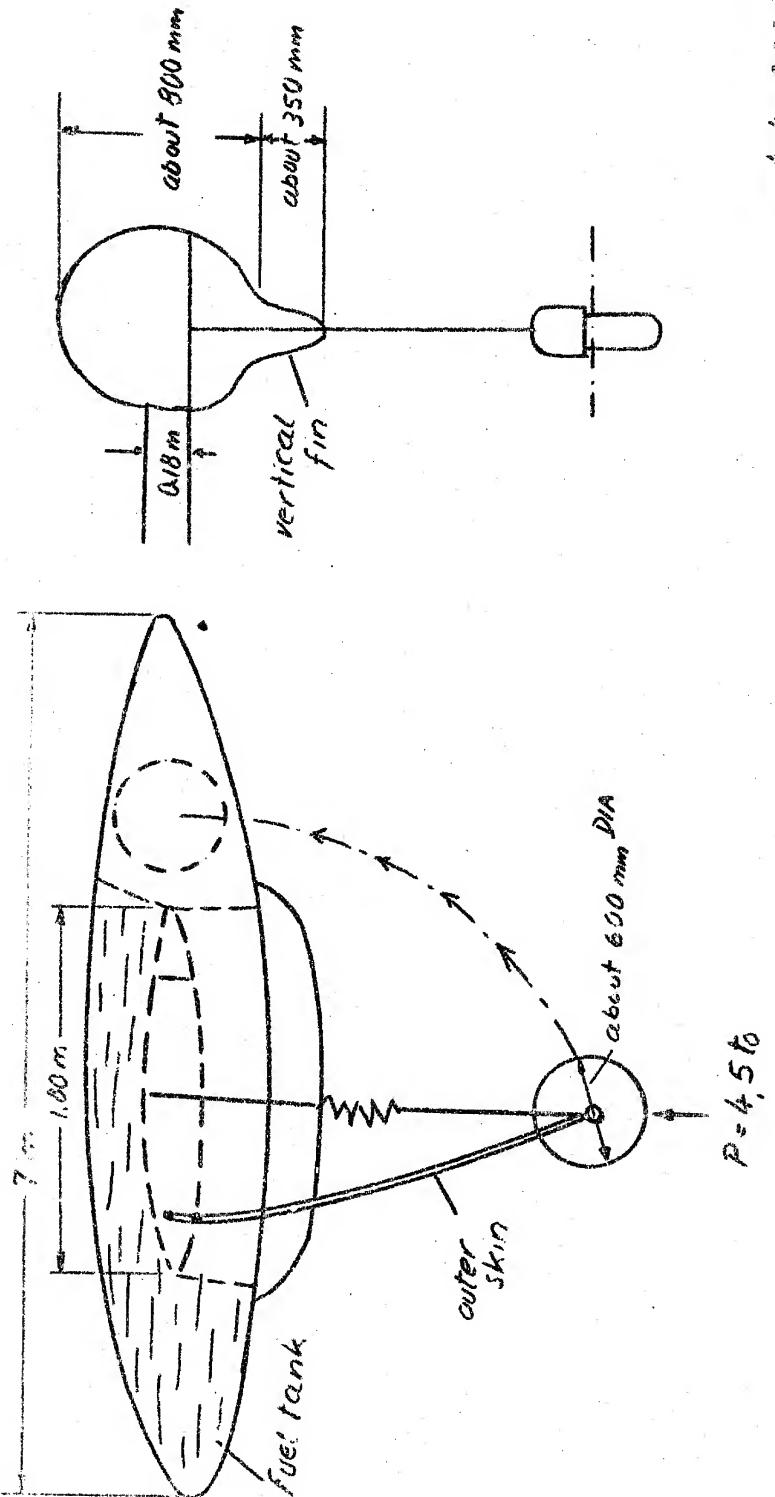
Line of P-150 Type Aircraft with Tip Housing for Outrigger Landing Gear

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Wing with Wing Tip Housing for Outrigger Landing Gear of P-150 Tyre Plane



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Line Drawing for Outrigger Landing Gear of P-150 Type Aircraft

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